

and for his efforts put forth in achieving the highest distinction of Eagle Scout.

HONORING UNC TV MANAGER TOM
HOWE

HON. DAVID E. PRICE

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 24, 2004

Mr. PRICE of North Carolina. Mr. Speaker, I rise to acknowledge the contributions of one of North Carolina's most tenacious and visionary leaders: Tom Howe.

Many North Carolinians might not recognize Tom's name, but they surely have seen his work. Tom is the Director and General Manager of UNC-TV, our state's highly respected public television network. Last month, he received the Governors' Award for Lifetime Achievement from the Nashville/MidSouth Chapter of the National Academy of Television Arts and Sciences. This prestigious Emmy award is given annually to recognize an "outstanding industry leader," a designation that fits Tom perfectly.

For more than a decade, Tom has presided over our state's 11-station public television network, bringing us comprehensive coverage of public affairs and a deepened understanding of North Carolina's past, present, and future.

I have had the privilege of working with Tom in the policy arena. He fought a courageous and somewhat lonely battle for years for equitable treatment for UNC-TV and other systems similarly situated from the Corporation for Public Broadcasting and the Public Broadcasting System. The successful resolution of this matter is still yielding benefits and will for years to come. More recently, Tom has spoken out effectively on the preservation of localism and community standards on our airwaves in the context of the Federal Communications Commission's decision on media concentration.

Tom has been ahead of the curve in television's digital conversion, anticipating industry trends and leading the way in innovative technology. Not only has he beaten the FCC deadline for digital conversion, he has also brought 4-channel multicasting to UNC-TV, ensuring even greater coverage and enhanced educational opportunities for viewers. His dedication and persistence have ensured that UNC-TV continues to be an exemplary network, both in terms of the technology he utilizes and the programs he broadcasts.

Tom Howe knows television, and he uses the power of the medium to effect positive change: to inform, to educate, and to bring viewers the kind of meaningful programming that is increasingly hard to find. I congratulate him for this well-deserved award, and I thank him for his commitment and leadership.

HONORING DAVID E. SCHAFFER

HON. DON YOUNG

OF ALASKA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 24, 2004

Mr. YOUNG of Alaska. Mr. Speaker, I rise today to recognize a most distinguished public

servant, Mr. David E. Schaffer, Senior Counsel on the Transportation Committee's Aviation Subcommittee. Mr. Schaffer is retiring after twenty-six years of Federal service, including the past 20 years with the Committee. His unmatched knowledge in the field of aviation, as well as his engaging personality, will be sorely missed in the halls of Congress. David's work stands as a prime example of the good that can be accomplished through public service. The American people have been quite fortunate to have Mr. Schaffer's expertise and guidance throughout his career. Every single aviation law passed in the last two decades is marked with David's creative ideas and approaches. As an attachment to my remarks, a list of all aviation laws passed during David's tenure is included.

David's ability to work with people on both sides of the aisle serves as a major reason for the overwhelming bipartisan support aviation legislation has gathered over the last twenty years. His evenhanded and steady demeanor, as well as his thoughtful approach to a matter ensures that all ideas are heard, and that every opinion is considered. The relationships that David has cultivated among both government and industry officials has allowed for a free exchange of ideas on a wide variety of issues. Such exchanges have helped foster the growth of our nation's aviation industry. He has earned an immeasurable amount of respect from everyone with whom he has worked, including Members of Congress, staff, and those in the transportation community.

David began his career in public service in 1978, when he joined the Office of General Counsel of the Civil Aeronautics Board as an attorney, specializing in rules, legislation, and litigation involving small community air service, international air service, consumer protection, and charters. In 1984, he began work with the Aviation Subcommittee as an Assistant Minority Counsel in 1992, and Majority Counsel in 1995. Throughout his tenure with the Aviation Subcommittee, he has been involved in all aspects of aviation legislation, including safety, security, airline competition, international air service, the Airport Improvement Program, air traffic control modernization, Federal Aviation Administration reform, and oversight of the Federal Aviation Administration, Transportation Security Administration, and the National Transportation Safety Board.

David's leadership proved critical in the weeks following the events of September 11, 2001. His experience played an essential role in creating the Aviation and Transportation Security Act, which helped restore confidence to the flying public. In a most precarious time for our nation, we were extremely fortunate to have someone like David Schaffer assisting us. Most recently, his assistance led to the successful passage of Vision 100, the FAA Reauthorization Act, which will have a lasting effect on the aviation industry for years to come.

Mr. Speaker, I ask all of my colleagues to join me in celebrating the retirement of David Schaffer, and wish him well in whatever venture he seeks next. I would also like to offer an extended note of gratitude on behalf of the previous Chairmen of the Transportation Committee and Aviation Subcommittee whom David has served with great distinction. We wish you good luck and again say thank you for all you have done for both the Congress as well as the American people.

AVIATION LAWS PASSED DURING DAVID
SCHAFFER'S TENURE

108th Congress

H.R. 2115, Vision 100—Century of Aviation Reauthorization Act

S. 579, National Transportation Safety Board Reauthorization Act of 2003

107th Congress

H.R. 2926, Air Transportation Safety and System Stabilization Act

S. 1447, Aviation and Transportation Security Act

106th Congress

H.R. 1000, Wendell H. Ford Aviation Investment and Reform Act for the 21st Century

S. 2440, Airport Security Improvement Act of 2000

105th Congress

H.R. 2476, To amend title 49, United States Code, to require the National Transportation Safety Board and individual foreign air carriers to address the needs of families of passengers involved in aircraft accidents involving foreign air carriers.

H.R. 2626, To make clarifications to the Pilot Records Improvement Act of 1996, and for other purposes.

H.R. 2843, Aviation Medical Assistance Act of 1998

104th Congress

H.R. 3159, National Transportation Safety Board Amendments of 1996

H.R. 3539, Federal Aviation Authorization Act of 1996

103rd Congress

H.R. 904, To amend the Airport and Airway Safety, Capacity, Noise Improvement, and Intermodal Transportation Act of 1992 with respect to the establishment of the National Commission to Ensure a Strong Competitive Airline Industry.

H.R. 2440, Independent Safety Board Act Amendments of 1994

H.R. 2739, Federal Aviation Administration Authorization Act of 1994

S. 1458, General Aviation Revitalization Authorization Act of 1994

102nd Congress

H.R. 5481, FAA Civil Penalty Administrative Assessment Act of 1992

H.R. 6168, Airport and Airway Safety, Capacity, Noise Improvement, and Intermodal Transportation Act of 1992

101st Congress

H.R. 968, Noise Reduction Reimbursement Act of 1989

H.R. 5732, Aviation Security Improvement Act of 1990

H.R. 3671, To amend the Federal Aviation Act of 1958 to extend the civil penalty assessment demonstration program.

H.R. 5131, To amend the Federal Aviation Act of 1958 to extend the civil penalty assessment demonstration program, and for other purposes.

100th Congress

H.R. 2310, Airport and Airway Improvement Amendments of 1987

S. 623, Independent Safety Board Act Amendments of 1987

S. 1628, An original bill to extend the Aviation Insurance Program for 5 years

99th Congress

S. 2703, Air Carrier Access Act of 1986

98th Congress

H.R. 5297, Civil Aeronautics Board Sunset Act of 1984

S. 197, A bill to direct the Secretary of the Department of Transportation to conduct an independent study to determine the adequacy of certain industry practices and Federal Aviation Administration rules and regulations, and for other purposes.